## 4.4 Summary of issues

The following issues were identified through discussions with neighborhood groups, governmental agencies and the community as well as review of planning documents:

	Cedar-Riverside	Franklin Avenue
Street network and multi- modal connections	<ul> <li>Connections to bus routes/stops: Easily navigable connections in pleasant surroundings will encourage use of local buses to access the Hiawatha line.</li> <li>Opportunities for circulator buses and "kiss and ride" drop off areas are needed especially at the Cedar-Riverside station where Metro Transit buses will not have direct connections at the station.</li> <li>Bicycle connections are important in the area, especially for Cedar-20th Avenue.</li> </ul>	<ul> <li>Franklin and Minnehaha intersection: The intersection is confusing to motorists, difficult for pedestrians to cross and creates a large expanse of hard, undeveloped space.</li> <li>Connections to bus routes/stops: Easily navigable connections in pleasant surroundings will encourage use of local buses to access the Hiawatha line.</li> <li>Opportunities for circulator buses desirable.</li> <li>Bicycle connections are important in the area, especially for Franklin Avenue.</li> </ul>
Transit- supportive Land Use and Redevelop- ment Opportunities	<ul> <li>Uses at Cedar-Riverside station site: Community residents expressed desire for increased activity at this site, but voiced concerns regarding economic viability, displacement of current owners and impacts to litter and parking.</li> <li>Residents in the Cedar-Riverside station areas expressed significant concern for current congested parking conditions near the station area and future impacts resulting from the station and additional development in the area.</li> </ul>	<ul> <li>Uses adjacent to Franklin station: Some community members expressed interest in maximizing residential opportunities in this station area; others recognized that the presence of freeways and the LRT Yard and Shop may limit the attractiveness of the area for residential use, particularly west of Franklin station.</li> <li>Parking: Business owners near the Franklin station expressed concerns regarding unwanted use of business lots as "park and ride" facilities, particularly during downtown events.</li> </ul>

	Cedar-Riverside	Franklin
Pedestrian environment and visual quality	6th Street pedestrian environment: Cedar-Riverside residents expressed strong desires to keep the existing street trees and sidewalk widths.	Hiawatha overpass on Franklin Avenue: Residents near the Franklin station expressed significant concerns that the poor aesthetic quality and perceptions of unsafe conditions at the Hiawatha overpass will discourage pedestrians from accessing the station. This problem could be exacerbated if Franklin Avenue is reduced to two-lanes, leaving additional space beneath the bridge vacant.
		Franklin noise wall: Area residents perceive this wall as a barrier to the Franklin station area and a detriment to the pedestrian environment along Franklin.
		Franklin green space:     Residents expressed a desire to maintain and improve the quality of green space along Franklin Avenue.
		Connection from East Phillips to Franklin station: Residents of East Phillips expressed concerns regarding circuitous connections to the Franklin station area.